THE

North-China Herald.

Vol. II., No. 97. SHANGHAI, SATURDAY, JUNE 5, 1852. Price, Drs. 15 ₩ Annum.

NOTICES OF FIRMS.

NOTICE.

MR. FLETCHER WESTRAY, is authorised to Sign our Firm by Procuration.

WOLCOTT, BATES & Co.

Shanghae, 10th November, 1851.

AMERICAN AND FOREIGN AGENCY.

City of Washington.

Under the Direction of Aaron Haight Palmer, of New York, Counsellor of the Supreme Court of the United States, and Director of the late American & Foreign Agency of that City, and Worthington Garrettson Snethen, of New Orleans, also a Counsellor of said Court, and late Solicitor of the United States General Land Office.

THIS Establishment is formed for the following objects:—

1. For conducting Professional Business in the Supreme Court of the United States, and the Prosecution and Recovery of Claims against the American Government;
2. For Collections generally, embracing Debts, Legacies, and Inheritances in the United States, and the adjacent British Possessions;
3. For the Purchasing of Lands in any of the States or Territories of the Union, and Loaning Moneys on Mortgage of Real Estate lying therein;
4. For Investment of Funds in the United States and State Stocks and Loans, and, generally, for the Transaction of all Business pertaining to a Law, Loan, or Banking Agency.

All communications addressed, *post-paid*, to Messrs. Palmer and Snethen, American and Foreign Agency, City of Washington, will receive prompt and faithful attention.

PALMER & SNETHEN.

INSURANCES.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are now authorized to grant Policies payable in *Shanghae*, as well as in *Hongkong, Canton, Calcutta, Madras, Bombay*, and *London*.

LINDSAY & Co.

Shanghae, 10th May, 1852.

MARINE INSURANCE.
HONGKONG INSURANCE COMPANY.

Capital £50,000 in Shares of £500 each.

SECRETARIES:

Messrs. LINDSAY & Co.,
Hongkong, Canton, and *Shanghai.*

AGENTS:

Messrs. GLEDSTANES & Co.,	*London.*
„ LECKIE & Co.,	*Bombay.*
„ SHAND, FAIRLIE & Co.,	*Calcutta.*
„ PARRY & Co.,	*Madras.*

WITH reference to the above the undersigned are prepared to grant Policies payable in *Hongkong, Canton, Calcutta, Madras, Bombay*, and *London*.

LINDSAY & Co.

Shanghai, March, 1852.

EQUITABLE INSURANCE SOCIETY.

THE undersigned grant Policies in the above OFFICE on the usual terms payable in *Hongkong, Canton, Calcutta, Madras, Bombay*, and *London*.

LINDSAY & Co.

Shanghai, March, 1852.

EQUITABLE FIRE INSURANCE COMPANY.

26 Cornhill, London.

THE undersigned, having been appointed Agents for the above Office, are prepared to effect Insurances against Fire, on Buildings or Merchandize.

HOLLIDAY, WISE & Co.

Shanghai, 4th October, 1851.

THE ROYAL INSURANCE COMPANY.

Capital £2,000,000.

Trustees.

JOHN SHAW LEIGH, Esq.
R. B. B. H. BLUNDELL, Esq.

THE undersigned having been appointed Agents for the above Company, are prepared to grant Policies against Fire on the usual terms to the extent of £10,000 on any one Building or on Merchandize Stored in any one Building.

SYKES, SCHWABE & Co.

Shanghae, 9th June, 1849.

ASIATIC MARINE INSURANCE OFFICE.

THE undersigned are prepared to grant Policies on behalf of the above Office, payable in *London, Bombay, Calcutta, Singapore*, and *Hongkong*.

SMITH, KENNEDY & Co.,
Agents for Shanghae.

Shanghae, 12th June, 1851.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

(Established 1843.)

THE undersigned are prepared to accept RISKS, (covered by protecting Policies at Lloyd's and the various London Insurance Companies,) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy*, the *Straits, Ceylon*, the *Presidencies of India, Suez*, and *England*.

The interest in the protecting Policies is assigned to the Peninsular & Oriental Steam Navigation Company, for the purpose of their becoming the Medium of Payment in the event of loss.

For Rates of Premium and other Information, apply to

O. C. Edmond, or J. A. Olding, *Hongkong.*
Blenkin, Rawson & Co., *Shanghae.*
J. S. Sparkes, *Singapore.*
A. Emerson, or R. S. Walker, *Calcutta.*
Robert Franck, *Madras*, or
John Ritchie, *Bombay.*

JAMES HARTLEY & Co.

London, 24th December, 1851.

AMICABLE INSURANCE OFFICE.

THE undersigned having been appointed Agents for the above Marine Insurance Office, are prepared to grant Policies payable in *London, Bombay, Calcutta, Canton* or *Shanghai.*

GILMAN, BOWMAN & Co.

Shanghai, 12th April 1852.

MARINE ASSURANCE.

THE undersigned are prepared to accept risks on behalf of the following Offices to the amounts indicated opposite each and payable in Hongkong, Canton, Calcutta, Bombay, and London.

	Sea Risk. Drs.	*Harbour Risk.* Drs.
Canton Insurance Office,	100,000	200,000
Triton Insurance Company,	70,000	100,000
Bombay Insurance Society,	40,000	50,000
Bengal Insurance Society,	40,000	12,000
Reliance Marine Insurance Office,	25,000	..

JARDINE, MATHESON & Co.,
Agents in Shanghae.

Shanghae, 1st July, 1851.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed Agents in China for the above COMPANY, are prepared to accept ASSURANCE at Shanghae, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others,—*Rate of Premium, ¾ per cent per Annum.*

And on their Contents, *at the Rate of* 1 *per cent per Annum.*

ASSURANCES for 6 Months ½, and for 3 Months ¼, *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone; or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participated in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken; any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co.,
Agents in Shanghae.

Shanghae, 1st August, 1850.

FOR SALE.

SODA-WATER & LEMONADE,

WILL shortly be prepared, and on sale at the *Dispensary of Drs. Hall & Murray.*—

SODA-WATER, 75 cents per Dozen.
LEMONADE, 1 dollar „ „

Bottles will be charged for at the rate of one dollar per dozen, unless returned within one month.

Shanghai, April 16th, 1852.

FOR SALE.

BY the undersigned SODA-WATER and LEMONADE.

Soda-Water, 75 Cents per dozen.
Lemonade, 1 Dollar Do.

Bottles will be charged for at the rate of 1 dollar per dozen—if not returned within one month.

JOHN MILLER.

Shanghai, 27th May, 1852.

FOR SALE.

AT the Godowns of the undersigned.

HOCK, in 1 dozen cases.
CLARET, in 1 dozen cases.
Pale SHERRY, in 3 dozen cases.
BEER, PORTER, and Strong ALE.

HARGREAVES & Co.

Shanghai, 21st April 1852.

FOR SALE.

AT THE GODOWNS OF THE UNDERSIGNED.

A few Cases (each one dozen) of Jacquesson's FLEUR DE SILLERY CHAMPAGNE.

SMITH, KING & Co.

Shanghai, 30th March, 1852.

PERUVIAN GUANO,

IN quantities to suit purchasers, on sale at the Godowns of

SMITH, KING & Co.

Shanghai, 31st March, 1852.

FOR SALE.

AT THE GODOWNS OF THE UNDERSIGNED.

SUPERIOR PALE SHERRY, MADEIRA, PORT, CLARET, and French BRANDY, from Henry Tatham & Co., London.

SMITH, KING & Co.

Shanghai, January 2d, 1852.

FOR SALE.

MADEIRA of superior quality, from Phelps & Co., London, in cases of 3 dozen each, at 8 and 10 dollars per dozen. Apply to

AUGUSTINE HEARD & Co.

Shanghai, August 28th, 1851.

ON SALE.

PORT, four years in bottle, CLARET, LIGHT GOLD SHERRY, CHAMPAGNE, PALE BRANDY, from the Stock of Messrs. J. and C. White & Co., of London. Apply to

SYKES, SCHWABE & Co.

Shanghae, 4th July, 1851.

FOR SALE.

ANCHORS, and CHAIN CABLES. Apply to

SYKES, SCHWABE & Co.

Shanghae, March 22nd, 1851.

P. F. RICHARDS & Co.,
SHIP CHANDLERS, STORE-KEEPERS & GENERAL COMMISSION AGENTS,

SHANGHAE,

Established in 1844,

SHIPPING SUPPLIED WITH FRESH PROVISIONS.

CATALOGUE OF STATIONARY EXPECTED
Per *CHALLENGER.*

THE undersigned respectfully beg to call the attention of the Foreign Community to the following choice selection of STATIONARY:—

Super. Royal Ledger ruled double and bound calf ex. dble. russia bands, lettd. and paged. Loose Index 2 lettd. half bound basil flush, ...
Royal Ledger ruled double bound rough calf ex. russia ends, lettd. and paged, ...
Loose Index 2 lettd. half basil flush, ...
Royal Journal, ruled and bound calf ex. lettd. and paged,
Medium Ledgers ruled single, and bound calf ex., Index 2 lett. lettd. and folio'd, ...
Medium Journals, ruled and bound calf ex., lettd. and paged, ...
Demy Ledger ruled single and bound calf ex. Index 2 lett. lettd. and folio'd, ...
Demy Journal, ruled and bound calf ex. lettd. and paged,
Demy Cash Book, ruled double, bound calf ex. lettd. and folio'd, ...
Demy Minute Book, ruled and bound russia ex. lettd.,
Demy Minute Book, ruled and bound calf ex. lettd., ..
Demy Day Books, ruled and bound calf ex. lettd. and paged, ...
Demy Day Books, half-bound basil ex. lettd. and paged,
Demy Letter Books, ruled and bound calf ex. indexes lettd. and paged, ...
Demy Letter Books, half-basil ex. index lettd. and paged,
Demy Invoice Books, ruled and bound calf ex. index lettd. and paged, ...
Demy Invoice Books, bound basil ex. grained, index lettd. and paged, ...
Demy Account Current Book, ruled and bound rough calf ex. Index lettd. and paged, ...
Demy Account Current Book, bound basil ex. grained, lettd. indexed and folio'd, ...
Demy Consignment Books, ruled and bound rough calf ex. paged and lettd., ...
Demy Consignment Books, bound basil ex. grained lettd. and paged, ...
Medium oblong 4to. Bill Books, ruled and printed to 2 patt. bound calf ex. lettd. both sides, ...
Foolscap Cash Books, ruled single, bound calf ex. lettd. and folio'd, ...
Fine Blue laid foolscap, hand made, ...
Fine Blue laid foolscap, machine made, ...
Fine Blue laid wove foolscap, machine made, ...
Sfine. Blue laid foolscap, R. & B.'s, ...
Sfine. Blue ruled X ft. only, R. & B.'s, ...
Fine Blue laid post machine, ...
Sfine. large blue laid 4to. post, R. & B.'s, ...
Fine large Cream wove 4to. post, machine, ...
Fine large blue wove 4to. post, machine, ...
Sfine. large thick cream laid 4to. post, hand, ...
Sfine. large thin blue wove 4to. post, hand, ...
Sfine. ex, large blue wove bank 4to. post, ...
Sfine. large blue wove bank 4to. post, ...
Sfine. ex. large ex. thin, Cream laid post 4to., ...
Sfine. ex. large ex. thin French bank post 4to. blue wove,
Royal 4to. Guard Books, single guarded half-bound basil, index and strap and buckle, ...
Books ex. large 4to. prepared copying paper, half-bound basil, index and paged, ...
Foolscap Books, ruled X ft. half-bound basil cut flush...
Demy 8vo. Banker's Pass Books bound white vellum tucks and pockets, ...
Foolscap long folio books, Day Books, ruled and half-bound basil common, ...
Foolscap Books, ruled X ft. half-bound basil, ...
Sets of Bills of Exchange, printed in Triplicate from plate, bound as follows—
  Books, 200 sets ea., leather backs, ...
  Books, 100 sets ea., drab paper, ...
Sets of Bills of Exchange, printed in Triplicate from another plate, bound as follows—
  Books, 200 sets ea., leather backs, ...
  Books, 100 sets ea., drab paper, ...
Bills of Lading printed from Transfer made from Steel plate in parcels of 250 each, ...
Foolscap folio Minute Books, ruled and bound basil ex. grained and lettd., ...
Fine blue laid foolscap machine, ...
Fine cream laid foolscap machine, ...
Post 8vo. Mem. Books, X ft. basil flush, ...
Foolscap Mem. Books X ft. basil flush, ...
Ex. Sfine. hard sealing wax, ...

(To be continued.)

ALSO AN ASSORTMENT OF FANCY READING BISCUITS IN TINS.

Viz:

Mixed Reading Biscuits,
Queen's Do. Do.
Pic Nic Do. Do.
Cracknel small Do.
Do. large Do.
Currant Tunbridge Do.
Ginger Reading Do.
Seed Reading Biscuits.
Lemon Do. Do.
Cinnamon Do. Do.
Arrow-root Do. Do.
Shrewsbury Do. Do.
Ginger Drop Do. Do.
Albert's Do. Do.

The above Stationary has been selected from one of the most celebrated houses in London, and will be disposed of at moderate prices; due notice will be given as soon as the goods are opened.

P. F. RICHARDS & Co.

Shanghai, 1st June, 1852.

FOR SALE.

A few Hogsheads of BASS'S PALE ALE, October Brew—Absynthe & Kirschwasser SWISS LIQUEURS—CHANDELIERS and BRANCHES—TABLE KNIVES—NICKEL-WARE—DAMASK TABLE CLOTHS and NAPKINS—TOWELS—A new assortment of DOOR LOCKS, SCREWS, &c.,—and sundry other Goods.

BACH & ARONE.

Shanghai, 4th June, 1852.

CARD.

EDWARD HALL,

BREAD AND BISCUIT BAKER;
AND GENERAL STORE KEEPER
SHANGHAE.
ALL KINDS OF FANCY BISCUITS MADE TO ORDER, SHIPPING SUPPLIED ON REASONABLE TERMS,
BISCUITS REFIRED,
&c., &c., &c.

ON SALE.

JUST RECEIVED AND TO BE HAD AT THE STORES OF THE UNDERSIGNED.

AN assortment of GLASS & CHINA WARE, consisting of DECANTERS, Pints and Quarts; Wine, Claret, and Champaign GLASSES; Tumblers and Soda-Water Do.; Finger Do.; Pickle BOTTLES; Handsome WATER and MILK JUGS; ICE PLATES; CRUETS to be had separately; GLASS SALTS; Rich CUT LUSTRES; A few pairs Rich VASES; Handsome TEA and BREAKFAST SETS; DESSERT SERVICES, &c.

Also an Invoice of Haberdashery MUSLIN DRESSES, MANTLES, SLEEVES, COLLARS, &c., &c.

Oilman's Stores:

JAMS and JELLY, 1-lb. Jars; Best MARMALADE, in Tins; Bottled FRUITS; PICKLES; SAUCES; CAPERS; VINEGAR, and MUSTARD; Best English Yellow SOAP; Prices's Best Windsor SOAP; VIOLET POWDER, and PUFF Boxes; Cloths, Hair, and Tooth BRUSHES; Sets of Shoe BRUSHES; Scrubbing Do., (English); LOZENGES, of all kinds at per Bottle; ARROW-ROOT, at per lb., or Tins 6-lb. each.

Stationery:

FOOLSCAP, LETTER, and NOTE PAPER; MOURNING PAPER; ENVELOPES; Red and Black SEALING WAX; Marking INK; WAFERS; INDIA RUBBER; Best STEEL PENS; Blotting CASES in Roan and French Morocco; Clasp POCKET-BOOKS; a few Vols. BOOKS (Best Authors); 60 Vols. CHAMBERS EDUCATIONAL COURSE.

Also Sets of School Room MAPS; the Sets of MAPS consisting of England, Ireland, Scotland, Europe, Palestine, Asia, Africa, North America, South America, & the World or Two Hemisphers.

EDWARD HALL.

Shanghai, 4th June, 1852.

HOUSES.

FOR SALE OR HIRE.

FROM the *1st of August next*, when they will be in complete repair, the HOUSE and GODOWNS lately occupied by the undersigned.

RUSSELL & Co.

Shanghai, June 1st, 1852.

FOR SALE BY PRIVATE CONTRACT.

THE HOUSE at present occupied by the Rev. Mr. McClatchie. For particulars apply to

J. MACKRILL SMITH.

Shanghai, 12th May, 1852.

MISCELLANEOUS.

NOTICE.

THE Consignee of B (in a *diamond*) 11 Cases
J L
per *Roman*, from London, can have the same upon application to

SMITH, KING & Co.

Shanghai, June 4th, 1852.

NOTICE.

THE holder of Bill of Lading for 3 Cases marked *C/D, received per *Old England*, can have the same on application to

SHAW, BLAND & Co.

Shanghai, 14th April, 1852.

* C with D in a diamond.

W. E. AYER,

AUCTIONEER,
SHANGHAI.

Shanghae Market Report.

June 4th, 1852.

IMPORTS.

American Brown Drills.—No Stock—Nominal, —30 yards Drs. 2.45 *a* 2.50—40 yards Drs. 3.30 *a* 3.40 per piece.

American Grey Sheetings.—40 yards Drs. 2.75 *a* 2.85—30 yards Drs. 2.10 per piece—Nominal.

Jeans.—30-yards Drs. 2.90 *a* 2.95 per piece—Nominal.

Grey Shirtings.—Owing to the large imports, and eagerness of holders to realize, have declined about 20 cents per piece and the following are to-days quotations—

5 to 5¾ catties Drs. 1.90 *a* 2.00
6 to 6¼ catties Drs. 2.10 *a* 2.20
6½ to 6¾ catties Drs. 2.25 *a* 2.30
7 to 7¼ catties Drs. 2.45 *a* 2.55
7½ to 7¾ catties Drs. 2.65 *a* 2.75

White Shirtings.—Have been in fair demand. Some very low have been placed *a* Drs. 1.60.—72s. we quote at Drs. 2.75. The deliveries of Grey and White have been about 50,000 pieces and the imports about 280,000 pieces.

Woollens.—*Spanish Stripes.*—The deliveries have been 1,000 pieces, quotations are, inferior assorted colors 85 *a* 95 cents, superior ditto Drs. 1 *a* 1.12.

Long Ells.—The deliveries have been 2,000 pieces. We quote—HH Scarlet, Drs. 7.50, "Lion Chop" ditto Drs. 7.20.

Camlets.—Deliveries 800 pieces, *a* Drs. 19.50 *a* 23 per piece.

Lastings.—Deliveries 500 pieces, *a* Drs. 12.50 *a* 16 per piece.

Straits Produce.—*Pepper.*—Drs. 8.80 *a* 9, per pecul.

Rattans.—Straits, Drs. 3.40 *a* 3.80, Banjermassing, Drs. 4 *a* 4.50, per pecul.

Sapan Wood.—Drs. 1.60 *a* 3, per pecul.

Sandal Wood.—Drs. 4.50 *a* 9, India, Drs. 11 *a* 12, per pecul.

Lacca Wood.—Drs. 3 *a* 4.50, per pecul.

Mangrove Bark.—Straits, Drs. 1.80 *a* 1.90, Siam, Drs. 2 *a* 2.10, per pecul.

Flints.—Cents 80 *a* 90, per pecul.

Lead.—Drs. 6 *a* 6.10, per pecul—Dull.

Tin.—Banca, Drs. 19, Straits, Drs. 17, per pecul—Wanted.

Sugar.—Canton, Drs. 2.55 *a* 2.60 *dull*,—Amoy Brown, Drs. 2.15 *a* 2.20, per pecul.

EXPORTS.

Black Teas.—About 8 chops *Congous* have been sold at former quotations, and the unsold stock is stated at 23,000 packages—prices are as last quoted—of *Souchongs, Pekoes* and *Oolongs*, there have been no sales, except a few chests of the former for the Sydney market.

Green Teas.—Only about 5,000 packages of low quality *Skin* remain—for which there are no buyers at 7½ *a* 8 Taels per picul.

Silk.—There has been no activity in the Silk market during the month. The few transactions in old Silk have been at easier rates, say Drs. 5 to 10 under our last quotations.

The Silk-men fully expecting an active demand for the new crop seem to anticipate high rates, and in the face of an abundant supply are very confident of getting prices at least as high as the present season.

The new crop is said to be the best that has been produced for the last five years, and the quality is reported to be excellent.

The shipments of Silk from China to England, since 30th June, 1851, we estimate at over 21,000 bales of which, about 18,000 have gone from this Port.

Opium.—*Malwa*—At the date of our last advice (8th ultimo), the demand for this drug was dull *a* 545 *a* 550 and the *Sir Herbert Compton* arriving on the 9th put a stop to business until the 12th when considerable sales were made at 545 Drs., for first quality. The Taboo was removed from the Parsee vessels on the 13th, and they were anxious sellers at a reduction on current rates of 5 *a* 10 Drs., and large deliveries took place. The *Kerrata Roodreen* came in on the 17th; her arrival had no effect on the market, the demand continuing good for slightly inferior and Indore drug, of which quality heavy sales were made at a reduction of 5 *a* 10 Drs. on the rate ruling for first quality Opium. Latterly the bulk of the sales have been made for Woosung Sycee at 1 *a* 2 per cent discount on Bankers orders. We quote to-days rate 530 Drs. or 540 Sycee Stock about 2,000 chests.

Patna—Has fluctuated considerably during the month; at the date of our last we quoted it Drs. 580 but the Brokers anticipating large arrivals per Steamer would not purchase in quantity, and the rate gradually declined to Drs. 558—and on her arrival to Drs. 553 but improved on her cargo becoming known, to Drs. 560, from which rate to Drs. 570 it has fluctuated since; yesterday's quotation was Drs. 570, but to-day it has declined to Drs. 563, and few buyers at this rate. Stock about 270 chests.

Exchange.—On London, at 6 months' sight Clean credits 4*s.* 9*d.* *a* 4*s.* 9½*d.*
Bank Post Bills, 4*s.* 8*d.*
With Documents,—No sales.
East India Company's Bills accepted Rupees 234 *a* 235 per 100 dollars.
Drafts on Canton, 10 d/s, 4½ per cent premium, added on Sh. Drs.
Oriental Bank, On England at 6 months' 4*s.* 8½*d.*—Nominal.
Oriental Bank, On Bombay, 3 d/s Rupees 234 per 100 dollars.
Oriental Bank, On Calcutta, 3 d/s. Rupees 234.
Oriental Bank, On Canton, 4½ per cent premium, on Sh. Drs.

Freights.—To England, £3 for Tea, £3 10*s.*, for Silk.
To United States, Drs. 12 *a* 13 per 40 feet—Nominal.

Sycee.—Drs. 137.50, per 100 Taels.
Gold.—Bars, Drs. 200.50 *a* 201, per 9*t.* 7*m.* 3*c.*
Mexican Dollars,—None.

ATMOSPHERICAL CHANGES

During the Week ending 3d June, 1852.

The weather of the past week has been unusually fine; not a drop of rain having fallen; a marked difference from the corresponding week in 1850, as a glance at the table will show. The temperature has also exceeded the average to a slight extent. The Spring harvest proceeds rapidly and the whole country is undergoing a rapid change in appearance.

TABLE
MEAN DAILY READINGS
OF
BAROMETER, ANEROID, THERMOMETER, ANEMOMETER, & OMBROMETER.

May.		Barometer.		Aneroid	Thermometer.		Wind.		Rain.	
Day of Month.	*Day of Week.*	1852	*Mean of 3 years*	1852	1852	*Mean of 3 years*	1852	1851	1852	*Mean of 3 years*
28	F.	30.02	30.08	29.92	78.0	75.5	N.E.	N.N.W. to E.	0.00	0.00
29	S.	30.12	30.03	30.02	74.5	73.5	S.E. to S.S.E.	S.E.	0.00	0.81
30	S.	29.97	29.98	29.87	76.5	76.5	S.	S.E.	0.00	0.42
31	M.	29.76	29.91	29.66	71.5	73.3	S. to E.	S. to S.E.	0.00	0.00
June.										
1	Tu.	30.02	29.96	29.84	76.5	74.5	N.E.	N.W	0.00	0.02
2	W.	29.95	29.99	29.84	77.5	75.5	S.S.W. to S.	O.	0.00	0.57
3	Th.	29.98	29.98	29.86	80.5	78.0	S.S.E.	S.S.E. to N.W.	0.00	0.50
Shanghae, 4th June, 1852.				Mean	76.4	75.3		Total	0.00	2.12

N.B.—It is to be noted that in the above table the figures represent the *mean* of two observations taken daily, and have no reference to the maximum and minimum readings.

THE
NORTH-CHINA HERALD.

Shanghai, Saturday, June 5, 1852.

NOTICE.—The hours of DIVINE SERVICE in TRINITY CHURCH, are on Sundays, at 11 A.M. and 3 P.M.; and on Wednesdays, at 5 P.M.

Bibles, (in various languages), Prayer Books, and Hymn Books, can be obtained by application to the Chaplain, or of Mr. WRIGHT, the *Sexton*.

JOHN HOBSON,
Chaplain.

TO CORRESPONDENTS, AND CONTRIBUTORS.

CONTRIBUTIONS, duly authenticated with the writer's name and address, will, at all times, receive due attention. The names of correspondents and contributors will not be published, if they prefer any other designation.

Anonymous communications, on matters of public policy, or general interest, will be thankfully received; it is, however, particularly requested, that such correspondents will abstain from all personalities.

We especially invite articles tending to develop the enlargement of our commerce, or the interest of our port.

We cannot pledge ourselves to return papers not published.

An Editor's box will be kept at the office, for the reception of all communications.

LATEST DATES.

England,	Mar. 24.	Sydney,	Mar. 27.
Calcutta,	Mar. 18.	New Zealand,	Nov. 1.
Bombay,	April 18.	Amoy,	May 20.
Madras,	April 15.	Hongkong,	May 18.
Galle,	April 26.	Ningpo,	June 1.
Singapore,	May 1.	New York,	Mar. 10.
Penang,	April 29.	Boston,	Mar. 6.
Batavia,	April 27.	San Francisco,	April 24.
Manila,	May 1.	Sdwich. Islands,	May —.

THE American-clipper-ship *John Bertram*, F.k. Lendholm Master, has arrived in 37 days, from San Francisco, to Woosung. The Captain gives us the following from his log:—

May 25th—Lost Peter Castroff, overboard a Native of New York U.S., aged 46 years, in Lat. 25.05 N., Long. 126.17 E.

May 26th—Experienced a heavy Tyfoong, with a very heavy Sea running. Next day 27th, spoke the barque *Louisiana*, 13 days out from Hongkong, for San Francisco, with 160 Chinese passengers. She was steering for Napa Kaing, to repair damages, she had lost her top gallant masts and jib boom, all her sails blown from the yard, and shipped a heavy Sea, which stove in her decks, and damaged all her provisions.

The *Challenge*, from Hongkong, to San Francisco, with Chinese passengers on board, arrived there on the 24th April.

We have received files of the *San Francisco Herald*, and *Daily Alta California*, to the 22d April.

THE Outward bound American barque, *Sea Breeze*, got on shore on the sands, adjoining Bank Island, in the Yang-tsze-kiang, where she remained during the strong breeze that prevailed during Saturday night and the whole of Sunday, and only escaped becoming a total wreck, from the change of wind which occurred during Monday—converting a Lee shore into a weather one. The *Sea Breeze*, we believe sustained some damage and has come into Port to refit. The accident, *we are informed*, happened from the unskilfulness of the Pilot, and we would caution ship Masters to be careful to whom they, entrust the charge of their vessels, as European officers discharged at this Port, not unfrequently attempt piloting before even attempting to gain a knowledge of the Yang-tsze-kiang navigation. The few Chinese that are capable, manage to obtain a certificate from the ship Master, and as they collect these documents dispose of them to others, the seller little caring whether the ship, the purchaser of his certificate happen to get charge of, go on shore or not.

H. B. M. Vice-Consul, is, we understand, endeavouring to establish a respectable class of Pilots, and has already granted certificates of ability to several Europeans, who, in turn, have undergone an examination by two ship Masters stationed at this Port. Situated as we are, we think the plan a good one, as it will enable the ship Master to learn something regarding the man, he intends trusting with the charge of his vessel.

IN a letter from Dr. Macgowan to a gentleman in this city, dated June 1st, he states—

> "The city is now enjoying repose although considerable anxiety is felt to hear the decision of the emperor regarding the late disturbances. It is rumoured that the viceroy is about quitting Fuhchau to make personal inquiries into the state of affairs at Ningpo.
>
> "Two days ago *Tsiang*, the hero of the *tax* insurrection, for whose apprehension a large reward was offered, voluntarily presented himself before the commander-in-chief, after having repaired to the City Temple, and where he worshipped the tutelary god. The general sent him to the prefect—who regaled him with tea, and held a short friendly conversation with him prior to his commitment to the custody of a subordinate officer. At sunset the same day he was taken to the provincial capital, where he will of course be speedily decapitated. Our hero, as well as all his friends, knew full well from the beginning, that his life would be the forfeit of his devotion to the popular cause, but the wrongs of his fellow citizens have been redressed, the taxes reduced, and *Tsiang* dies cheerfully."

IN giving the Official Minutes of the proceedings of "Roads and Jetties" Meeting, in our last issue, we purposely abstained from comment. We were desirous that our readers should be fully in possession of the facts as put upon record, and indeed from the lateness of the period at which we got the document set in type, we had little choice in the matter—but now that we have the week before us, we purpose devoting some little space to an examination of the proceedings as reported in our last number.

The perusal of the Minutes, to any one who was present at the Meeting in question, must strike him very forcibly as abstaining from quoting anything that was said by the movers of the several resolutions—whilst the same production is so diffuse in detailing the opinions of the worthy Chairman, on the occasion alluded to. We are at a loss to give the several arguments, inasmuch as we had no short-hand writer at our elbow to jot down the several statements of the movers and seconders, of the resolutions passed at that Meeting—but as a Secretary was proposed, who voluntarily undertook to record the doings of the day—we think he might have preserved a few of the ideas that were introduced on that memorable occasion, and not have so entirely devoted his heart and soul in the cause of the excellent Chairman, as altogether to have forgotten that the great body of renters were one and all, individually and collectively, deeply concerned in a vivid and actual report, of what was said and done, at the "Roads and Jetties" Meeting, of 1852.

Having premised thus much—we shall endeavour as well as our recollection will permit, and by collating our impressions with others who were present—to infuse a little of the life and spirit, of the Meeting of the 25th May, last, into our review of it.

On the arrival of Mr. Alcock, a pretty numerous assemblage of renters was collected in the public office of H. B. M.'s Consulate—a very inadequate amount of accommodation, however, had been previously provided, and Mr. Alcock immediately directed that chairs and benches should be forthcoming, which were very shortly placed, and on his proposing that the Meeting should proceed to business, The Rev. Dr. Medhurst proposed that Mr. Rutherford Alcock, should take the chair, which was seconded by Mr. A. C. Maculloch. The chair was taken accordingly. The objects of the Meeting having been stated, and Mr. Secretary Hale duly installed in his office—the Minutes of the last Meeting were read.

Dr. Medhurst said, that at the former Meeting, a second Meeting had been recommended, and he wished to know, what had been done at that Meeting. The Chairman explained, that the Meeting alluded to by the reverend and learned Doctor, was a previous Meeting to the public Meeting of 1851.

The Chairman having stated his anxiety to set at rest the proper mode of voting—his doubts about the legal mode of procedure—his having applied to the Attorney-General at Hongkong, for his opinion—and the circulation of that opinion amongst the renters, prior to the Meeting of the day:—

Dr. Murray immediately rose and proposed, the first Resolution.—

I.—Proposed by Dr. Murray, and seconded by O. E. Roberts, Esq.—That this Meeting consider the legal opinion of the Attorney-General of Hongkong, respecting the qualification of voters at this Meeting unnecessary, as the action of the body of Land Renters with reference to Roads and Jetties is not governed by law but by mutual agreement.

The Chairman observed, that he thought there must be some misunderstanding as to the object of his obtaining the Attorney-General's opinion, and that he had laid himself open to misconstruction, by circulating it:—but,

Dr. Murray disclaimed any implication of the Chairman's conduct, and simply begged to press his Resolution.

Mr. Cunningham having ineffectually interposed to alter the first Resolution—moved as an amendment—

Proposed by E. Cunningham, Esq., and seconded by Wm. Hogg, Esq., as an amendment.—That, this Meeting consider the action of the body of Land Renters with reference to Roads and Jetties is only governed by mutual agreement.

The amendment having been put from the Chair, was passed.

The second and subsequent Resolutions, were mostly put, seconded and carried with an unanimity of feeling that was really surprising, and showed very clearly, that the Body of Renters had well considered the business of the day previous to their assembling in open order—this uniformity of action was very beneficial to the despatch of business, as the Meeting although convened for three o'clock, and it began its proceedings by half-past three—took up so much time that it, nevertheless, did not break up till nearly six o'clock.

II.—Proposed by J. P. Watson, Esq., and seconded by Wm. Broughall, Esq.—That all holders of Land within the British limits, may specially appoint an Attorney to act for them in their absence; and when duly empowered, that the said Attorney shall have a vote on behalf of the proprietor at all Public Meetings, and further that one person may act as the Attorney for several renters, and be duly empowered to represent. Passed unanimously.

The second Resolution was proposed and seconded without any remarks, by either mover or seconder. The meaning of the Resolution, indeed, called for none—it was very clearly worded, and will, no doubt, remain intact for many years to come.

III.—Proposed by J. M. Smith, Esq., and seconded by F. D. Williams, Esq.—That any person may vote at a Meeting of Land Renters who can show that he is authorized to pay the land tax on the part of any absent Landholder. Passed.

The third Resolution is not so clear and, indeed, it was some little time before it could be made presentable to the Meeting—we do not think as it at present stands recorded, it is altogether without objection, and probably, another Committee or Meeting of Renters, may propose a more obvious and conclusive proposition. For instance—a party might be directed to pay the land tax, and the same landholder might authorize another party to vote for him at any Meeting of Renters—which it appears that he might do in terms of the second Resolution, without it being compulsory on him to pay the land tax—were this acted on at any future Meeting, it might lead to inconvenience and wrong—for, although there is no apparent reason for supposing such a case would arise for some years to come—yet it is best to provide against all contingencies—such even, as there is any possibility of occurring at any future day.

IV.—Proposed by Wm. Hogg, Esq., and seconded by Wm. Kay, Esq.—That no Foreign Landholder in respect to the land he may have acquired, whether this consist of one or of several lots, shall be considered entitled to more than one vote. Passed.

The fourth Resolution, restricting parties to one vote, however many lots possessed of, is put in a spirit of fairness highly creditable to our Community—it was passed nem. con.

V.—Proposed by J. C. Smith, Esq., and seconded by G. Strachan, Esq.—That the possession of any tax-paying land within the limits qualifies the holder to vote, without regard to the divisions or subdivisions of the original lots. Passed.

The fifth Resolution, defining that every landholder should have a vote whether possessed of an original lot or a portion of a subdivided lot, is clearly stated—some difficulty was met with in reducing it to order—passed.

The Secretary having been requested to read the Report of the Committee and the statement of accounts—did so, and they were ordered to lie on the table.

Some time was lost here, by irregular discussion, which should not have been allowed, as it only wasted the time of the Meeting, and caused what was said, to be said twice over.

VI.—Proposed by J. M. Smith, Esq., and seconded by J. P. Watson, Esq.—That the Report presented by the Committee with the Statement of Accounts be received and passed.

The Report and Accounts of the Committee, were, at length, passed unanimously.

In consequence of some defaulters being declared to the "Roads and Jetties"—it elicited much warm discussion—several Renters asserted that they would pay no more road assessments or wharfage dues—until the arrears were paid up.—Dr. Medhurst expressed himself very warmly upon the occasion, as indeed did others, but as we did not take down their words, we will not misrepresent them by giving words of our own—we must confine our statement, therefore, simply to the feeling, at the discovery that any had Renter had refused payment—one indeed held a private jetty and had sought to dispose of it to the Committee, which had, however, been declined. At length to meet the difficulty, Mr. Kay proposed, and Mr. Hogg seconded, the 7th Resolution, whereby the Body of Land Renters empowers the Committee to take legal proceedings or their behalf against any defaulters to the assessment and dues of roads and wharfage.

VII.—Proposed by Wm. Kay, Esq., and seconded by Wm. Hogg, Esq.—That a majority of Foreign Land Renters at a Meeting duly convened has power to enforce, through the Committee for the time being, the payment of all rates, Wharfage Dues, &c.: and that on such payment being withheld by any party or parties, the Committee on behalf of the Community do immediately use legal means for recovery of the amount due, through the different Consulates. Passed.

The Chairman, in reply to a question—stated, that he would give effect to any legal measures brought before him as H. B. M.'s Consul; and the U. S. A. Vice-Consul said, that he would act in the same way—whereupon the Resolution (7th) was put and passed,

VIII.—Proposed by O. E. Roberts, Esq., and seconded by Dr. Hall.—That the Correspondence between the Committee and H. M. Consul respecting Bridges connecting with the Consular ground be laid before the Meeting. Passed.

The eighth Resolution—Relating to the Correspondence between H. B. M.'s Consul, and the Committee of Roads and Bridges—having been put and passed,

The lengthy Correspondence on this subject was read by the Secretary (with some exception) to the Meeting.

The Chairman stated, that the Consulate Land is not within the limits of the Land Regulations—for full particulars we refer to the statement made in our last week's paper. He stated that any temporarily conceded right had been distinctly given with notice, that it might as suddenly be withdrawn. That footpaths had previously been diverted for the public benefit, and the Consulate ground was only put on the same footing, &c., &c.

IX.—Proposed by J. McDonald, Esq., and seconded by E. Cunningham, Esq.—That the bridge in question was built with the public funds, and was therefore public property, this Meeting views with concern the infraction of the public rights in closing it, and creating a temporary and insufficient bridge in its stead, of which they will not sanction the reception by the Road Committee until it is rebuilt in as substantial a manner as the one closed. Passed.

Mr. MacDonald, in alluding to the alteration of the public road by which he contended a public roadway had been alienated and stopped up, moved the 9th Resolution, which Mr. Cunningham seconded.

X.—Proposed by Wm. Thorburn, Esq., and seconded by J. Macandrew, Esq.—That the thanks of the Meeting be given to the Committee and Auditor for their valuable services during the past year. Passed unanimously.

A vote of thanks was then unanimously moved to the Committee, and Auditor, of the past year.

XI.—Proposed by Dr. Murray, and seconded by E. Cunningham, Esq.—That the minutes of former Meetings and Correspondence in connection with the Roads and Jetties be open to the inspection of Renters at any time that they may be called for. Passed.

Dr. Murray proposed, and Mr. Cunningham seconded, the next Resolution, that the Minutes and Correspondence in regard to Roads and Jetties, be open to public inspection when called for.—Put and passed.

XII.—Proposed by J. Macandrew, Esq., and seconded by J. M. Smith, Esq.—That the Land in the occupation of the Trustees of Trinity Church, the Trustees of the Public Burial Ground, and the Trustees of the Shanghae Park be exempted from all future assessments to the fund for the Roads and Jetties, and that the Committee be directed to extend the application of this principle to all land held in trust for public purposes.

This Resolution excited a prolonged and animated discussion but was finally rejected—

Ayes 12—Noes 13.

This Resolution elicited a great deal of discussion. Mr. Macandrew proposed, the exemption from assessment to the funds of this Committee,—The Trustees of Trinity Church—of the Burial Ground—and of Shanghai Park—and in future, of all land held in trust for public purposes. Mr. Macandrew, contended that all land, not producing a beneficial interest, ought to have exemption, and stated that if, the Shanghai Park land were not made to pay these assessments, the proprietors would throw the Park open to the public. This Resolution having been seconded by Mr. J. M. Smith;

Dr. Medhurst strongly opposed the motion—he said it was really too bad, that a gentleman should come forward *in formâ pauperis*, and, as it were, present a petition to the Land Renters for exemption of a place of amusement—whilst he having no interest whatever in them, was compelled to pay toward the erection and repairs of the public jetties, erected for the sole benefit (or nearly so) of a rich Mercantile Community—he felt highly indignant at such a proposition. He never rode in the Park, and if he showed himself there his horse would be taken by the bridle and turned out;—(cries of, we shall be very happy to see you there.)—He, for one, would never consent to such an unjust exemption from public burdens—if this were acceded to, he was determined he would pay no further assessment. The learned gentleman was very eloquent upon the occasion, and we are really sorry our memory will not allow us to report more of what he said.

After some further discussion, this Resolution was ultimately rejected, by 13 votes to 12.

A further discussion was caused by a Renter putting in his claim, as an Attorney for an absent proprietor, to give another vote—this was met by a second Renter doing the same, and it was after some observations by the Chairman, considered by him—whether it would be desirable to adjourn the Meeting, in order that all Attornies might shew their qualifications and a regular poll be taken, subject of course to a scrutiny—the Chairman however finally ruled, that as it had hitherto, been the rule of the day to decide every motion by a show of hands—that the same method should be persevered in—as any other course would be very inconvenient and, perhaps, unfair to the other parties.

XIII.—Proposed by Dr. Murray, and seconded by J. M. Smith, Esq.—That Edw. Cunningham, Esq.
Wm. Hogg, Esq.
and Wm. Kay, Esq.
be appointed the Committee for the ensuing year, and
H. Kennedy, Esq.,
as Auditor. Passed unanimously.

XIV.—Proposed by J. C. Smith, Esq., and seconded by E. Langley, Esq.—That the thanks of the Meeting be given to the Chairman for his able conduct in the Chair. Passed unanimously.

The new Committee and Auditor, having been appointed, and a vote of thanks given to the Chairman, for his able conduct in the chair, the Meeting dispersed.

OUR leader of to-day, will be a reply to our Correspondents, OBSERVER, and LAW & ORDER. As to the Bridge controversy, we have nothing to say, as we have not been favored with the documents: should they be forwarded to us, we will print them. But as neither the Consulate, nor the late Roads and Jetties Committee, have either of them thought proper to communicate to us the papers in question—we shall not go begging them second hand, of a new Committee.—

To the Editor of the
"NORTH-CHINA HERALD."

SIR,—While I am fully prepared to give you all credit for the masterly manner in which you have drawn up the Report of a Meeting held on the 25th May, in reference to the management of the Roads and Jetties, I am constrained to confess that it is with difficulty I can recognise in your report the proceedings that took place.

That I be not accused of a tendency to pick holes where there are none, I would ask you why you have omitted some little preliminary, though necessary work that was gone through? You seem to have forgotten that H. B. M.'s Consul was not the *ipso facto* Chairman of the Meeting, until he was placed there by the will of the people, expressed through two of their number.

Moreover, sir, while you have been liberal in your records of all that fell from the lips of the able Chairman, you appear to me to have been unnecessarily niggardly towards the other speakers.

Pray, sir, where is the correspondence moved for in the 8th resolution, which was read with so much reluctance, and why is there no mention made of the discussion that ensued? Any one present at the Meeting must fail to recognise in the plausible and specious remarks in your paper a fair statement of what fell from the Chair on that occasion, while every thing that was said on the other side appears to have been studiously suppressed. Candidly, sir, do you believe that you have placed the mover of the 9th resolution in a fair light by such suppression?

You have also carefully recorded the Chairman's remarks in reference to the first resolution, but you have not had the candor to report that the mover of that resolution disavowed all participation in the insinuations thrown out by the Chairman. If I mistake not, he simply desired to have the views of this community clearly stated in reference to the Opinion of the Attorney-General of Hongkong, [as that opinion would appear on the records,] to avoid any doubts that might hereafter arise as to its validity. For this neglect he may well feel aggrieved.

Finally, sir, if you wish to have the slightest pretension to be considered an independant journalist, you will do well not to try how far the palates of your subscribers will relish such cooked dishes as your report.—I am, sir, your obedient servant,

OBSERVER.

1st June, 1852.

To the Editor of the
"NORTH-CHINA HERALD."

MR. EDITOR,—We live in revolutionary times. The minds of men are evidently unsettled by disorganizing doctrines, and a growing disrespect for the powers that be is adroitly veiled under the garb of zeal for constitutional liberty. Who that has attended the late Meeting at the Consulate respecting Roads and Jetties, or read your remarkable report of that Meeting, or heard the comments loud or deep on that Meeting and that Report, can dissent from the views above expressed. It is time for the friends of law and order to rally around those time honored substantives and make a vigorous effort for their preservation ere it be too late—ere the "bonnet rouge" appear in our streets and our cabbage gardens be devastated under pretence of resistance to a Hongkong potentate in a horse-hair wig or our jail be filled with reverend martyrs to a "church rate" levied (as they assert) in the specious form of a land tax. After the great French Revolution the philosophical minds of Europe amused themselves for twenty years in fishing up those previous indications of its coming which shewed as clear as mud that people were exceedingly stupid in being caught napping by that remarkable political event. Lest we should come under the same condemnation hereafter, I propose to jot down sundry "signs of the times" for the general edification. Should a state of anarchy and confusion arise respecting Roads and Jetties let no one consider himself unforewarned. This community of landholders having in an evil moment got at loggerheads with a "certain personage" respecting a bridge leading to a "certain quarter," and a correspondence having been carried on between the said personage and the Committee of Roads and Jetties, Messrs. Fillup, Raisehigher & Co., the Annual Meeting of Land Renters was looked forward to with peculiar interest. It soon became known to the "Government" that a faction, having as usual, more influence than duly belonged to its numbers, intended to present sundry awkward questions and in other ways make themselves perfectly unreasonable and disagreeable.

H. M. Consul and H. M. Vice-Consul accordingly appeared punctually at the appointed hour of Meeting in their uniforms strongly supported by the Senior Assistant in a blue sack—which blended the outlines of his form into a harmonious whole. Hereupon one or two persons anxious to distinguish themselves and fearful lest some usurper should get into the chair nominated H. M. Consul as Chairman. This motion was carried.

The evil work of the "reds" now commenced. The first proposition expressed a desire to cast off the bands of the law and to consider the opinion of the Attorney-General of Hongkong unnecessary and in point of fact as "cousin Phoenix" would say, of no use. What qualifications had the mover and seconder of this vote that would entitle them to give a legal opinion? H. M. Consul considered the resolution as a reflection on the impertinence of the Consul who could send round the opinion which had given rise to the resolution. Hereupon several misguided men showed symptoms of returning to their allegiance—and being moved by the explanations of the Consul succeeded in passing an amendment merely declaratory in its nature, leaving the opinion of the Attorney-General in outer limbo.

The next attack on the Government was made by calling for the correspondence respecting the bridge, that "pons asinorum" which the Committee could not get over any how. After some conversation "a correspondence of some length" as it is accurately reported in your valuable paper, was read in a subdued mellifluous tone that disarmed all criticism. The temperature of the room at this moment resembled that of the Black hole. Not a word was said, until a gentleman arose to move a vote of censure on account of the removal of the aforesaid bridge. The opposition succeeded in carrying this vote without much debate. As a friend to law and order I cannot help regretting that the correspondence has not been published lest some evil disposed individuals should assert that the Government is afraid to show a correspondence on which a vote of censure was passed. The real reason for withholding it doubtless was that no one might be led to adopt the views of the Committee by the fascinations of the style, just as young ladies who read certain novels in French for the sake of the "language" are apt to imbibe erroneous sentiments.

A Revd. Gentleman next appeared on the floor and made an eloquent harangue on a motion to exempt the Park and Trinity Church and the Burial ground from the land Tax. The Revd. Gentleman claimed his privilege as a dissenter of going to "chokey" *(a Chinese term)* rather than indirectly pay a Church rate by exempting Trinity Church while he continued to be taxed. The Park was bad enough in all conscience, but he would rather subscribe to that than to Trinity Church. The race course did no good—cries of oh! oh! It may do you good, responded the Revd. Gentleman but it dont do me any good, it may make you fat, but it dont make me fat. It may do your haunches good, but it dont do my haunches good. This vote was not able to pass, it was thrown down on its haunches.

The accounts of the Committee were now passed some merriment being occasioned by the suggestion of the Committee that their successors pursue the same system as themselves. No reason was assigned for raising the roads in such an extraordinary manner, but it was whispered about that the Committee had acted on the suggestion of some person who came home late from dinner and the more he lifted his legs the more he did'nt find the ground.

It remains to be seen, Mr. Editor, whether any general revolt follows these premonitory symptoms. The arrival of the *Lily*, is certainly opportune—Personal rank also will come in aid of the physical force, if we may judge from the obsequiousness which is often a characteristic of the loudest fulminators of democracy.

The Government, however, undeterred by obloquy or confusion times will continue to exercise that paternal care over the community, which the community are quite unable to exercise for themselves. Posterity, however, will do them justice—men will sigh for the good old days—and say

"Time was ere all our griefs began
When every sow maintained its man."

They will sigh for those good old days, when prince and peasant, consul and coolie danced together around the flag staff, losing a sense of their respective rank in the sense of their common humanity, of which alas, the future British matron will say, there is very little sense left now, my dears,

LAW & ORDER.

June 1st, 1852.

A TRIP TO NANKING.

The usual route to this famous city leads you through Suchau, but as your readers must, by this time, be sufficiently familiar with this portion of it, which ordinarily, requires two days' travel, we will not attempt any further description. Leaving the walls of Suchau your boat passes on westward through the densely populated suburbs some two miles in extent. You are now, on the Grand canal leading to Peking. It is about a hundred and fifty feet in width and is filled with boats of every description plying to and fro, from the unwieldy grain junk to the miserable shell of the beggar. Seven miles from Suchau you come to a populous village at which is a Custom-house. Here your boat must undergo on examination, in order to which, it passes under a bridge from the main canal into a small one on the left. A Custom-house officer comes on board, examines every part of the boat, looks into your baskets and trunks, but finding nothing except the ordinary travelling appurtenances of a Chinese, he departs, after receiving his customary fee of fourteen cash—the only contraband article in the boat not having arrested his attention, although sitting directly before his eyes—a live foreigner! Having passed this ordeal, your boat makes a circuitous route of half a mile to get back again into the main canal. Large boats and junks do not leave it at all, but are inspected at a point between the two extremities of the small side canal.

If, on seeing some of the finely arched bridges, not many miles from Shanghai, which are evidently quite ancient, you have ever entertained a doubt that they are beyond the skill of native artificers of the present time, that doubt will be dispelled, when you here see a new one, equal to any you have before passed, and bearing an inscription which informs you it was built but ten years ago.

Notwithstanding the width of the canal, so dense is the crowd of boats at this place, that you find it quite difficult to make your way among them. But finally succeeding, you have fair sailing, with no scarcity of company, for the rest of the day. A noble range of hills lies in full view off to the South, but the banks of the canal are so high as to preclude the sight of nearer objects.

About twenty-seven miles from Suchau is the populous city of *Vú-sih*. On approaching it you will see quantities of rice straw in numerous stacks for burning bricks and earthen-ware in the large circular kilns near by. When your boat comes up to the walls, it turns abruptly into the moat on the left and passes around the southern side of the city. Here you have a beautiful view of the *Sih san* rising up before you—a high hill from which the city takes its name. At its foot towards you, is another, but much smaller, crowned with a seven-storied pagoda. With the walls on your right, you have some slightly elevated grounds on the left, filled with grassy grave mounds and covered with a pretty shrubbery of stunted pines. The same swarming population both on land and water, meets your eye here, that you find almost everywhere else in China. Your boat stops at the west gate while the boatmen go to purchase provisions for the journey. After some little exercise of your patience, they return, and you are soon on your way again, proceeding in a north-westerly course, having another chain of hills, still on the south, in a line parallel with the canal.

You may here chance to see a mode of fishing that is quite novel to you. The net—if it may be called a net—is like a truncated cone of basket work, open at both ends, about three feet high, one and a-half in diameter at the top, and four at the bottom. A man gets into this and wades into the water with it, the larger opening being downwards. He lifts it up a few inches from the bottom of the canal and walks slowly about till he comes to a place where he supposes there are fish—perhaps previously baited—or until he feels them about his feet. Then standing perfectly still for a few moments with his basket net lifted up to his arm pits, he suddenly thrusts it down and then feels about carefully with his feet till he ascertains whether or not he has a fish enclosed. If he has succeeded in entrapping any, he soon secures his prey with his hands, and tosses him on the shore.

You will also frequently see small boats having several sticks a foot and a-half long projecting horizontally from the gunwales, and on these are perched from a dozen to twenty tame cormorants trained for fishing. A bit of thread is fastened around the neck to prevent the bird swallowing the fish when captured. The fisherman has a small bamboo, five or six feet long, with which he drives the cormorants from the perch into the water, and assists them into the boat again. The bird dives, and if successful in seizing a fish, brings it up to its master, who then removes the string from its neck and gives it a handful of bean curd as a reward for its toil. These singular birds may be seen in great numbers in the vicinity of "The Hills" thirty miles west from Shanghai. We have seen one of them bring up a fish a foot and a-half in length and of several pounds weight. The fisherman animates them to dive, by a peculiar shout, and it is quite surprising to observe the *esprit du corps* that is manifested by these cormorants, when a hundred or more are fishing together, urged on by the well known voices of their several owners, in four or five boats; and it presents a most exciting and interesting scene.

Many hundreds of huge, unwieldy grain junks will be met with all along your route; either lying moored near the towns and cities, or moving slowly along the canal, by means of their enormous fan-shaped mat sails, if the wind be fair, or towed by ten or fifteen men if it be adverse.

As the canal is not infested with pirates in this region, your boatmen ply the oar all night, and soon after day-light you reach the city of *Cháng-chau* about thirty miles from *Vú-sih*. This is also a large walled city, with its moat filled with boats and grain junks. Every *few* miles you pass villages on the banks, and you have distant hill scenery in view most of the time, but the country in the immediate vicinity of the canal is quite level and presents no striking points of difference from that near Shanghai.

Towards the close of the day, a pagoda in the distance indicates that you are approaching *Tan-yáng*—another walled city, large and populous, bearing the same general features with the two just named. It is some thirty miles still westward from Cháng-chau. Leaving it the next morning at day-break your course is nearly north towards the next city on the route—*Chin-kiáng-fú*.

The face of the country now becomes quite uneven and hilly. The banks of the canal are from fifty to a hundred feet high, and the soil is of a red clayey character. In the sides of the banks are seen numerous little springs, which, are probably strongly impregnated with iron, as you will infer from the discoloration of the soil, over which the water trickles; for the quantity from any one spring is not sufficient to form even a rill. You encounter a continuous line of grain junks extending many miles, and the heavy, measured tramp of the junkmen on their decks, as they pole their clumsy craft, or warp them along by a line attached to the windlass—accompanied by singing somewhat after the manner of sailors on foreign vessels—forms the music by which your ears are regaled all day long, with the beating of a gong occasionally, as an interlude. You have much difficulty in navigating the canal along here, while the junks are in motion; for it is narrower than you have before seen it, and the water seems lower than usual. But you finally succeed in reaching a small village half way from *Tan-yáng* to *Chin-kiáng-fú*. Here, however, you are completely blocked up, and find it necessary to send your guide for a wheelbarrow in order to proceed, after having inquired in vain for sedans. The wheelbarrow is precisely like those frequently seen at Shanghai, except that it has two handles in front, as well as behind, so that one man pulls while another pushes. With a part of your Chinese bedding for a cushion, the ride is not so uncomfortable as one would suppose. It is really delightful to breathe the fresh air of heaven, and to have a wide prospect spread out on every side, after having beee confined to the compass of eight or ten feet squarn in a native boat, with your view limited for the most part, to the banks of the canal, for five days. What a beautiful country! The hills skirting the *Yáng-tsze-kiáng*, stretching far away on the north east, and others rising abruptly from the vast, undulating plain in various directions. The fields, green with the spring wheat and rye, are separated from each other by ridges of earth three or four feet high and about the same in width. How healthy and ruddy the complexions of the people—the men and women working in the fields, and the children playing in the dirt, about the houses, which are built of large bricks forming hollow walls. The dwellings have a dark, gloomy aspect, not being plastered and whitewashed like those about Shanghai, and frequently you will see them with walls built partly of rude, brick-shaped lumps of clay merely dried in the sun.

Occasionally, you dismount from your wheelbarrow to allow the good fellows who trundle it, to rest; and you will find it no less refreshing to yourself to walk a few rods; for the jolting of that vehicle is not so particularly agreeable as to prevent the desire for a change now and then. Having accomplished half of your afternoon's ride, you stop at a tea tavern and content yourself with a cup of that beverage, while the rest of your party take the same, with the addition of some native cakes, which they devour with as keen a relish as you might, perhaps, could you but persuade yourself they were clean. But you must overcome this fastidiousness, when you travel in China, or you will starve. On, you trundle again, over the pleasing undulations of this delightful region, till you approach the nine-storied pagoda near *Chin-kiáng-fú*—a large city, of sad celebrity, as having been the scene of the most sanguinary conflict during the war of 1841. Your path here is quite winding and leads you across the hills forming the southern barrier of the city. Passing through a long and thickly peopled suburb, you enter the massive gates on the south, the arches of which are of similar dimensions with those in the Romish Cathedral at Shanghai, excepting that the gateway is a hundred feet or more in length. Your one-wheeled carriage rattles along over the stone pavement, and you are borne through the principal street into the heart of the city for a mile or two northwards, when you turn to the left, and after passing over about the same distance you make your egress at the west gate, and traversing another long, busy suburb, finally come to a halt at a native inn. These are dark, gloomy, dirty establishments, but you are glad of a resting-place anywhere, and your appetite too, has so far gained the victory over your squeamishness that you make hearty supper on *à-la-mode* pork, bean curds, and greens. You are sufficiently fatigued also, to sleep on a hard pallet of straw with your Chinese quilt, *alias*, your wheelbarrow cushion—for a covering. This kind of fare for the rest of your journey is

(to be continued.)

C. T.

NEWS FROM THE INTERIOR.

(From our Correspondent.)

BATHURST.

Bathurst Copper Mine.—It is satisfactory to find, that although new gold diggings are being discovered almost every week, hitherto they have not had the effect, as many of the croaking Solons prognosticated, of putting a stop to all other industrial operations, as 278 ingots of fine looking copper arrived yesterday in town from the Summerhill Mine at Campbell's River, making the third load of copper from thence. The ingots are about the size of a brick, and their average weight is 14 lbs. At the mine considerable delay was caused by the difficulty of obtaining materials for the furnace floors, many experiments being necessary to prove what would stand the heat; this difficulty has been overcome, however, and it is now conclusively ascertained that fire bricks for the lining of furnaces can be made on the ground, as good as the best imported, and at a cost little exceeding the expense of their carriage from Sydney. These bricks have been made, and can be furnished in any quantity, if a demand existed for them, and it seems absurd to send money to England for articles which can be made and supplied, and at less cost, in the colony.

About a mile from this copper mine, on the Gilmandike Creek, new gold diggings have been discovered, and we were yesterday shown a beautiful sample of gold of about 18 ounces, procured at this locality by a party who were there at work, and were clearing 20*s*. per day each, over and above their expenses. We are also informed that at Sewell's and Davis' Creek, about six miles east of the above, good diggings have been discovered within the last few days yielding from three to four ounces per day to each cradle. For this we cannot vouch, but we have every reason to believe the report correct, as the geological formations are strongly indicative of the presence of gold. Gold digging at either of the last mentioned places will be attended with many advantages, as they are situate in the immediate vicinity of the richest agricultural land in the district; wheat crops to the amount of 50 bushels, and barley to the amount of 60 bushels and upwards per acre, being not unusual in good seasons. Flour and other necessaries can also be procured almost on the spot; the situation is about 27 miles due south of Bathurst, on the road from thence to Goulburn.—*Sydney Morning Herald*, March 20.

TASMANIAN GOLD FIELD.

(From the Hobart Town Courier.)

The fact of the discovery of Gold at Fingal has created considerable excitement and the particulars which we are able to furnish are all of a confirmatory character One writer says—

Fingal *February*, 26*th*, 1852.—"From what I have seen to-day and yesterday. I am convinced that, even now, an ounce a-day may be relied upon as the result of proper washing; and I doubt *not*, that as the flat shall be more dug into, larger nuggets and a richer yield will be the reward of perseverance.

It should be borne in mind that this is the first day that efficient means have been used to extricate the gold, and that what has been done already is sufficient to warrant a reasonable expectation of a large and rapid increase of production."

Joseph Ward.

—*Ibid*, March 10.

AUSTRALIAN COTTON.

We have been favoured by Mr. D. Cooper, Junior, with some correspondence relative to some Australian cotton sent home by him last year. It was grown on the Manning River by Mr. James Atkinson from Sea Island seed procured from Mr. S. A. Donaldson. • • • • •

Liverpool, *October* 27*th*, 1851.

Dear William,—Your cotton sample has caused quite a sensation among the brokers. They rejoice in the idea of anything like it coming from New South Wales, and all wish it may come to them. It would sell readily now at 16*d*. to 18*d*. and one said 19*d*. I enclose our broker's written opinion. The sample has gone to a spinner's to report on.—In haste, Yours, fraternally and affectionately,

E. Potter.

We think the cotton would rank as good, fair Sea Island, and as such would be worth 16*d*. to 18*d*. per *lb*. We would recommend the grower to pay great attention to the cleaning, as the present example is rather too full of small nep.

W. Clark and Son.

Chamber of Commerce and Manufactures,
Manchester, *October* 22*d*, 1851.

Gentlemen,—I have lost no time in submitting your letter of yesterday, and the specim[illegible] Australian cotton which it covered, to the President of this Chamber, whose judgment about cotton of the quality represented by your sample, is not surpassed by that of any person. I am instructed to convey to you his opinion that your cotton is beautiful and excellent, and would bring, at to-day's prices, 20*d*. per lb. • • • • •

—*Ibid*, February 10.

Queenstown, 27th Jan.—*Panic*, which arrived here to-day, from Shanghai, was struck by lightning during the gale last night, and received damage in her spars, chains, &c.—*Gore's General Advertiser*, February 5.

ISTHMUS OF TEHUANTEPEC.

(Concluded from No. 94.)

The advantages of the Tehuantepec Route as to Distance, and, moreover, in a Commercial and Political View, as affecting the Interests of the United States.

The distance from the mouth of the Mississippi to San Francisco, by the Isthmus of Tehuantepec, is 3,850 miles; by the Isthmus of Panama, 5,675, making a difference in favor of Tehuantepec of 1,825 miles. The distance from New York, by the Isthmus of Tehuantepec, is 5,250 miles; by the Isthmus of Panama, 6,650, thus saving between New York and San Francisco, by the Isthmus of Tehuantepec, 1,400 miles of sea navigation. In a commercial point of view, the saving of time, the difference of provisioning a vessel for a short, instead of a long, voyage—the same difference as to the quantity of coal required for the short voyage of steamers, and the saving of insurance, would, of itself, be sufficient to give the preference to the route by the Isthmus of Tehuantepec.

The day is not far distant when a canal or railroad will be made across some portion of the Peninsula of Florida, which, of course, will make the distances from New York still more in favor of the route by Tehuantepec.*

Great as this advantage is, it is not the only consideration which should decide the preference of one route over another as a line of transit. Not the least important is proximity to the country whose people or Government will undertake it. The other inducements for giving a preference are the facilities which the route proposed to be established offers for the construction and repair of the road—for obtaining laborers and supplies for them—the spontaneous productions of the soil—constituting themselves articles of commerce, and as furnishing the raw materials to be converted into valuable articles of trade by man's industry—salubrity of climate—facility of protection to our commerce in time of war. These are some of the advantages which the route by Tehuantepec offers.

It is believed that with a good carriage road across the Isthmus of Tehuantepec, passengers and freight could safely and more expeditiously reach San Francisco than by any other route, possessing even a railroad.

The importance of this route, in this point of view, is already attracting the attention of the public. A good road is now being opened, which, no doubt, will be made in the course of the summer.

It has been stated that, in former days, a good road went from the Gulf to the Pacific side, and, during its existence, the Isthmus enjoyed a high degree of prosperity. This was natural, because the soil was fruitful in such valuable and various products, as to lay the foundation of a profitable commerce.

As steamers, no doubt, will be employed as the means of transportation on the Gulf and Pacific sides, the facility of obtaining coal in any required quantity, and at moderate prices, is a matter of great importance. In taking this route, coal can be obtained not only at moderate prices, but what is better, the cash for its purchase will go into the hands of our own citizens. Depôts of this necessary article—if indeed coal itself be not found in the Isthmus—could be easily established within the Coatzacoalcos, all of which would be obtained from New Orleans.

By this route, too, we would never have to leave our own waters—for the Gulf of Mexico may be considered for us a great internal lake. From New Orleans it is almost in sight, by a direct and short line, and thus all the commercial advantages resulting from the trade with the Pacific across the Isthmus, would enure to the benefit of our own citizens. By other routes, distant and foreign harbors would have to be resorted to, for the purpose of shelter, repair, and supplies, and the commerce thus carried on, instead of securing to us *all* the benefits resulting from it, would be aiding to build up our rivals in commerce. Now it is well enough—in a proper spirit of liberality—to let the commerce of the world be free to all who choose to compete for it; but it surely is folly in us to foster rival interests, without one single motive or object to justify it.

In time of war, the advantages of this route are so obvious as to require but little comment. With our naval forces at the entrance of the Gulf, we could defy the world, and thus, while war might devastate and destroy outside of this Mediterranean sea of ours, commerce would carry on its peaceful pursuits, without interruption or molestation, within. By means of the great Mississippi and its tributaries, and by the numerous artificial communications of railroads and canals, connecting the West with the Atlantic States, even in time of war, every portion of the United States, to the remotest point of Maine, could carry on its trade through this channel.

By any other route, our vessels would be sailing amidst hostile fleets and forts, without harbors to resort to, either for the purposes of shelter or repair. These remarks, which apply to our commercial marine, have the same force when applied to our naval forces.

In a political point of view, the necessity of cultivating the most friendly relations with our Sister Republic of Mexico, are strikingly obvious. Conterminous nations, above all others, should have with each other the best understanding. We are the two Republics of North America, with organic constitutions precisely similar, and although the younger Republic of Mexico has difficulties to encounter, in carrying into practice the principles of her constitution, from which we are fortunately exempt, it cannot but be the desire of every political philanthropist amongst us, to see her successfully establishing her government on that sure foundation, which has secured for us glory as a nation, and the promotion of the best interests of our people. Whatever exalts Mexico in the rank of nations, while it contributes to her honor, will be grateful and useful to us; whatever developes her industrial resources, while it will promote the interests of her own citizens, will benefit ours.

In former days, States held relations with each other for the purpose of promoting and perpetuating particular dynasties. In our days, nobler objects constitute the motive for preserving friendly relations with foreign powers. Commerce, carrying in its train the blessings and the lights of civilization, is the great object in our relations with nations, and, at the same time, it constitutes the strongest bond of peace and good will between them. Commerce, founded on just and reciprocal principles, is calculated to excite more energetically the industry of man, and, by this means, to develope resources calculated to add to his happiness, which, but for its fostering influence, would remain unknown. The productive resources of Mexico are, as yet, but faintly developed; but all who know the character of its climate—the fertility of its soil, with its varied and valuable productions, and the great mineral resources of that country, must see in them the basis of an extensive and lucrative commerce, which, in a moral and commercial sense, can, to great advantage, be reciprocally exchanged between the citizens of the Mexican Republic and those of our own country.

It must be remembered, however, that it is not simply commercial intercourse, but it is *frequency* of intercourse, and the *intimate relations* which this frequency of intercourse produces, that developes, to its fullest extent, *all* the beneficent influences of commerce. By means of this, the individuals of nations become better acquainted with each other—prejudices are removed—affinities are established—and thus the highest results of commerce, as affecting man in his moral character, are fully developed.

The establishment of a line of transit across the Isthmus, through her territory, under the combined guidance of the skill, capital, and enterprise of her and our citizens, happily occurs at this moment to realize all those anticipations so beneficial to humanity, and will be the motive to induce Mexico to establish the most friendly relations with us. Mexico, once the favorite vice-royalty of Spain—the first Republic of the Spanish dominion on the Continent of America, has been the first to show those enlarged views, which, while they will promote in a signal manner the interests of her own people, will secure those projects which will benefit man in general.

Another view akin to this, and leading to the same happy results, connected with the route of Tehuantepec, is highly worthy of the notice of the people of the United States. The Mexican Government, with a feeling of liberality in the highest degree commendable, has decreed, by the 6th condition in the grant to Mr. de Garay, that "All foreigners are permitted to acquire real property, and to exercise any trade or calling, not even excepting that of mining, within the distance of fifty leagues on either side of the line of transit. That territory shall be the country of all who may come to establish themselves there, subject, however, to the laws of the Republic."

The inducements of climate and soil, the fine water power which this country possesses, the cheapness of labor, and the large and lucrative commerce which will be carried through the Isthmus, will, no doubt, cause this country to be settled by a hardy, enterprising, industrious population, and that at no distant day. The people of this Isthmus are keenly alive to the importance of this work, are desirous that all the purposes of the grant should be carried out to their full extent. With this people, useful relations can be established between us—not so with others at a distance from us.

No time could be more propitious for this great undertaking than the present. We are at peace with Mexico, and it is the hope of every friend of humanity—for the good of both countries—that it may be an enduring peace. We are at peace with all the nations of the earth. The energies of man can, therefore, be devoted to the industrial pursuits of his nature; capital is abundant, seeking for investment, and it can in no way be better employed than in forming this great connexion of the two oceans. Of all others this is the time, when our enterprising citizens are going in thousands to our possessions on the Pacific shores, there to create new resources to swell the products which will pass over this route, and from the enterprise of our citizens taking a wider scope, to pour into the lap of commerce the rich and varied products of the Asiatic world, hitherto obtained at vast labor, great delay, and much expense.

In all these important aspects, the practicability, capability of the country to furnish materials for the construction of the road, advantages of its climate, of proximity to our own land, and the political and commercial relations which will be established by it, the route by the Isthmus of Tehuantepec offers superior advantages which cannot be overlooked.

This short description of the Isthmus of Tehuantepec cannot be better brought to a close than by the observations which Mr. Moro makes in relation to it. He says,—"On inspecting the map of the American Isthmus, the idea naturally suggests itself, that the narrowest portions of it are those which would probably offer the greatest facilities for the opening of a communication, and from this circumstance they have always attracted a greater share of attention. Repeated surveys having, however, proved that under these deceptive appearances were concealed difficulties almost insurmountable, the public mind has, at last, become accustomed to consider the interprise as one of the most gigantic.

"The recent survey of the Isthmus of Tehuantepec has proved beyond all doubt the fallacy of this opinion. Well aware, notwithstanding, that a deeply rooted prejudice is not easily eradicated, I felt the more anxious, when the truth of the practicability of the work presented itself forcibly to my mind, after the most careful and oft-repeated observations, to impart to others the intimate conviction which I felt upon the subject, and in this spirit I penned the report which has been since published. My efforts have not been altogether fruitless; public feeling in favor of a work anxiously looked for during three centuries, has been once more revived by the prospect of increased facilities for its attainment. Men of science and practical knowledge in various countries, both of the Old and New World, have given their careful attention to the subject, and freely expressed their unqualified assent to my views, through the medium of the public press; and the probabilities of success no longer rest on my bare assertion, unsupported by the testimony of high authority.

"Works which, though of great magnitude, are of undoubted and acknowledged public utility, fail only to be undertaken whilst there exists a doubt of their practicability; the latter once established, execution *must* follow, sooner or later, in the natural and infallible order of things. Something beyond mere supposition leads me to place the opening of the Isthmus of Tehuantepec in the number of such undertakings; the question, therefore, is not whether the work can and will be accomplished, but *who* shall undertake it; and, under these circumstances, it should be borne in mind that the nation whose citizens shall have more immediately contributed to the accomplishment of this great work, will naturally acquire in the Isthmus a most advantageous position."

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* Since the above was written, it appears a company is about to be formed to construct a railroad from some point near St. Mary's, on the Atlantic, to some point on the Gulf, in the neighborhood of Cedar Keys. A glance at the map will show that from Cape Hatteras across by this route is a *straight* line to the mouth of the Coatzacoalcos.

Library.—Books received by the March Mail:—

735 Davies's, History of Holland, 3 vols.
736 Roebuck's, Whig Ministry of 1830, 2 vols.
737 Sir George Stephen's, Lecture on the History of France, 2 vols.
738 Marquis of Rockingham, and his Cotemporaries, 2 vols.
739 Works of Louis Napoleon Buonaparte.
740 History of England and France, under the House Lancaster.
741 Comic History of Rome.
742 Collins, Rambles beyond Railways.
743 Cole's, The Cape and the Kaffirs.
744 Ansted's Geology, Mineralogy, &c.
745 Kavanagh's, Women of Christianity.
746 Mrs. Moodie's, Roughing it in the Bush, 2 vols.
747 Memoirs of Margaret Fuller Ossoli, 3 vols.
748 Huc's, Travels in Tartary Thibet and China.
749 Titmarsh's, Great Hoggarty Diamond.
750 Hartley Coleridge's, Lives of Northern Worthies.
751 Jeremy Taylor's, Readings for Lent.
752 Longfellow's, Golden Legend.
753 Cecil's, The Stud Farm.
754 Trench's, Study of Words.
755 MacCulloch on Wages.
756 Loudon's, Companion to the Flower Garden.
757 Timb's, Year Book of Facts for 1851, 2 vols.
758 Men of the Times in 1852.
759 History of Margaret Catchpole.
760 Mary Brunton's, Discipline.
Charles Dickin's, new Serial Bleak House, part 1st.
Humboldt's, Cosmos by Sabine, vol. 3d.

IMPORT CARGOES.

Note.—The Import Cargo of the *Celestial*, was given on the 22d May, as an *Export* in lieu of an *Import* Cargo.

Per *British Sovereign*, from Singapore:—

Planks,	3,097	pieces.
Beams,	332	,,
Joists,	35	,,
Tin, weight 177 piculs,	203	slabs.
Cloves,	100	bags.
Rattans, weight 1,838 piculs,	23,690	bundles.
Chintzes,	240	pieces.
Fancy Prints,	500	,,
Chintzes,	884	,,
Guns,	147	
Shot,	8	casks.
Personal Stores,	1	case.
Piece Goods,	2	bales.
Mangrove Bark,	1,193	pieces.

Per *Arabia*, from Hongkong:—

Grey Shirtings,	14,000	pieces.
White Shirtings,	3,000	,,
Chintzes,	900	,,
Contents unknown,	30	pkges.
Mats,	200	bundles.

Per *Island Queen*, from Hongkong:—

Grey Shirtings, (duty paid at Canton)	11,350	pieces.
Chinese Paper,	30	bundles.

Per *Thomasine*, from Singapore:—

Laka Wood,	252:84	piculs.
Cloves,	90:66	,,
Rattans,	468	,,
Mangrove Bark,	1,800	,,
Flints,	1,000	,,
Ebony,	2,359:49	,,
Black Pepper,	476:03	,,

Per *Voyageur*, from Hongkong:—

White Shirtings,	600	pieces.
Personal Stores,	7	pkges.

Per *Balmoral*, from Liverpool *via* Hongkong:—

Grey Shirtings,	44,450	pieces.
White Shirtings,	9,900	,,
Fancy Cottons,	749	,,
Chintzes,	20	,,
Broad Cloths,	12	,,
Stores,	30	,,

Per *Sir Henry Pottinger*, from Liverpool:—

Grey Shirtings,	47,380	pieces.
White Shirtings,	11,500	,,
Fancy Cottons,	1,057	,,
Bleached Twills,	400	,,
Camlets, (5,650 changs,	420	,,
Lead,	800	piculs.
Musters,	1	truss.

Per *Sophie*, from London:—

Grey Shirtings,	13,500	pieces.
White Shirtings,	2,000	,,
Fancy Cottons,	2,500	,,
Velveteens,	9	cases.
Camlets,	200	pieces.
Chintzes,	960	,,
Baizes,	100	,,
Lastings,	100	,,
Grey Domestics,	250	,,
Handkerchiefs,	4,120	dozens.
Lead,	1,067	pigs.
Spelter,	500	plates.

☞ See next page (180.)

Per *Hannibal*, from Hongkong :—

Chinese Physic,	98 pkges.
Leaf Fans,	200 ,,
Copper Ware,	23 boxes.
Glass Ware,	7 ,,
Coral Beads,	40 ,,
Skin Cushions,	1 ,,
Prussian Blue,	79 ,,
Medicinal Grass,	100 ,,
Marble Slabs,	13 ,,
Tobacco,	10 ,,
Wood Ware,	17 ,,
Clock Weight,	1 ,,
Clothing,	5 ,,
Sandalwood,	317 bundles.
Personal Stores,	10 pkges.

Per *Roman*, from London :—

Grey Shirtings,	43,133 pieces.
White Shirtings,	6,499 ,,
Prints,	770 ,,
Fancy Cottons, (value Drs. 4,432)	36 cases.
Baizes, (value Drs. 1,300)	260 pieces.
Handkerchiefs,	222 dozens.
Woollens, (value Drs. 4,242)	1,060 pieces.
Lead,	970 piculs.
Long Ells, (changs 22,200)	3,700 pieces.
Lastings, (value Drs. 2,500)	210 ,,
Spanish Stripes, (changs 5,500)	1,224 ,,
Inferior Long Ells, (value Drs. 2,300)	460 ,,
Buttons, (value Drs. 292)	3 cases.
Figured Cottons, (value Drs. 1,950)	650 pieces.
White Twills, (value Drs. 270)	150 ,,
Personal Stores,	553 pkges.
Consignees and Contents unknown,	102 ,,

EXPORT CARGOES.

Per *Celestial*, for Halifax Nova Scotia :

Tea,	389,093 lbs.

VESSELS DEPARTED FROM WOOSUNG.

May 21,	L. M. Wood, (Str.)	*for*	Hongkong.
26,	Kerata Roodreen,	,,	Bombay.
27,	Iona,	,,	Hongkong.
28,	Island Queen,	,,	Hongkong.
31,	Hannibal,	,,	Hongkong.
31,	Celestial,	,,	Halifax.

VESSELS EXPECTED.

From *London.*—Challenger, Countess of Seafield, and Hannibal.

Liverpool.—Androklos, Cambalu, Champion, Duchess of Lancaster, and Earl of Chester.

Bombay.—Ariœnis, Bride, and Eliza.

Singapore.—Viscount Sandon.

Hongkong.—H. Lindsay, Minna, Nymph, and Susan.

MISCELLANEOUS.

JUST PUBLISHED,
PRICE:....10 Cents per Copy,
THE DELEGATES' VERSION
OF THE
NEW TESTAMENT
IN CHINESE.

PARTIES wishing to circulate the same may procure them at Eight Dollars per Hundred, by application at the PRINTING OFFICE belonging to the LONDON MISSIONARY SOCIETY, SHANGHAI.

20th February, 1852.

HICKIE, BORMAN & Co.,
SHIP, AND INSURANCE BROKERS, CUSTOM-HOUSE, AND GENERAL FORWARDING AGENTS.

4 ORIENTAL PLACE, SOUTHAMPTON, AND
127 LEADEN HALL STREET, LONDON.

PACKAGES, PARCELS, &c., by the *Peninsular and Oriental Steam Navigation Company's Vessels* transhipped at SOUTHAMPTON into Steamers for AMERICA, WEST INDIES, &c., or forwarded to any other part of the world. *Charges Moderate—Insurance Effected.*

R. MEREDITH,
HOUSE AND SHIP CARPENTER AND BUILDER.

IN returning thanks for the past favors so liberally bestowed on him, during his previous residence in Shanghae, begs to announce to the FOREIGN COMMUNITY and Merchant CAPTAINS, his resumption of his former business at this port, and assures those Gentlemen who may intrust him with their commands, that his best endeavors shall be exerted to give them every satisfaction.

Shanghae, 13th March, 1851.

N.B.—BLACKSMITH'S work and BELL-HANGING done.

H. FOGG & Co.,
SHIP CHANDLERS, STOREKEEPERS, GENERAL AGENTS, AND AUCTIONEERS.

N.B.—For Goods Sold by Auction, account Sales and proceeds rendered 3 days from date of Sale.

SHOULD sufficient inducement offer they will hold an AUCTION monthly, or as often as occasion demands.

PURIFY THE BLOOD.

MOFFAT'S LIFE PILLS and PHŒNIX BITTERS, for the cure of Scrofula and Mercurial Diseases, Fever and Ague, Bilious Fever, Liver Complaints, Dyspepsia, Piles, Rheumatism, Scurvy, and Ulcers, a Purely Vegetable Medicine, beware of Counterfeiters.

The best Family Medicine now before the public.

It has been computed, that during the last twenty years, *three millions of persons have annually been benefited by the use of these Medicines;* a fact which speaks volumes in favor of their curative properties—a single trial will place them beyond the reach of competition in the estimation of every patient. By their use the blood is restored to a pure and healthy state, freed from all impurities. The system is not reduced during their operation, but invigorated, and they require no restraint from business or pleasure. The afflicted have in *Moffat's Life Pills* and *Phœnix Bitters,* a remedy that will do for them all that medicine can possibly effect.

The genuine of these medicines are now put up with a fine steel engraved wrapper and labels, and copy right secured according to the laws of the United States.

Prepared by W. B. MOFFAT, M.D., *New York.*
For sale by H. FOGG & Co., *Shanghai.*

N.-C. Herald Office's Advertisements.

NOTICE.

THE Community is respectfully informed, that all Communications, Advertisements, and insertions for the following number, should be sent, on or before Thursday in each week, or they may be too late for the same week's issue.

SHIPPING INTELLIGENCE.

ARRIVALS.
(Since last departure of the Mail.)

DATE.	VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	FROM	DEPARTURES.	CARGO.	CONSIGNEES.
May 9	Sir H. Compton	B. ship	311	Brown	Bombay	Feb. 16	Opium	P. F. Cama & Co.
,, 12	Celestial	B. ship	438	Raymond	London	Dec. 6	Sundries	Turner & Co.
,, 17	Hannibal	H. schr	170	Hoyrup	Hongkong	Apr. 20	Sundries	Smith, King & Co.
,, 17	Kerata Roodreen	B. brig	160	Rogers	Bombay	Dec. 28	Opium	Cowasjee Pallanjee & Co.
,, 17	British Sovereign	B. bark	450	Harris	Singapore	Mar. 24	Sundries	Dent, Beale & Co.
,, 19	Lady Mary Wood	B. str.	650	Jamieson	Hongkong	May 15	Opium	P. & O. Co.'s Agents.
,, 21	Sophie	Sw. bk.	434	Kleman	London	Nov. 8	General	Lindsay & Co.
,, 21	Arabia	B. bark	365	Davis	Hongkong	Apr. 28	Ballast	Jardine, Matheson & Co.
,, 23	Thomasine	B. bark	365	Holmes	Singapore	Mar. 18	Sundries	Wolcott, Bates & Co.
,, 22	Iona	B. schr	147	Dowman	Hongkong	May 11	Opium	Jardine, Matheson & Co.
,, 22	Roman	A. ship	691	Putnam	London	Jan. 18	Sundries	Smith, King & Co.
,, 23	Island Queen	B. schr	195	Macfarlane	Hongkong	May 5	Opium	Dent, Beale & Co.
,, 23	Balmoral	B. ship	356	Budge	Lpool *via* Hgkg	May 1	Sundries	A. Heard & Co.
,, 24	Voyageur	B. bark	294	Pirouet	Hongkong	May 10	Sundries	Captain.
,, 26	Sir Henry Pottinger	B. bark	334	Conwoy	Liverpool	Dec. 17	Sundries	Dent, Beale & Co.
,, 26	Lily	H M B		Sanderson	Amoy	May 20		
,, 31	Audax	B. schr	151	Glover	Hongkong	May 20	Opium	Jardine, Matheson & Co.
,, 31	Versailles	A. ship			California	Apr.—	Ballast	Russell & Co.
June 2	John Bertram	A. ship		Lendholm	California	Apr. 24	Ballast	Russell & Co.

In the *Lily,* His Highness Prince William of Hesse.

DEPARTURES.

DATE.	VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	DESTINATION.	CARGO.	DESPATCHED BY
May 11	Minna	A. schr	299	Potter	Hongkong	Tea, &c.	Russell & Co.
,, 12	Solide	H. brig	238	Beyer	Australia	Tea, &c.	Smith, King & Co.
,, 17	Sir H. Compton	B. ship	311	Brown	Bombay	Ballast	P. F. Cama & Co.
,, 21	Lady Mary Wood	B. str.	650	Jamieson	Hongkong	Treasure	P. & O. Co.'s Agents.
,, 26	Kerata Roodreen	B. brig	160	Rogers	Bombay	Ballast	Cowasjee Pallanjee & Co.
,, 27	Iona	B. schr	147	Dowman	Hongkong	Ballast	Jardine, Matheson & Co.
,, 28	Island Queen	B. schr	195	Macfarlane	Hongkong	Ballast	Dent, Beale & Co.
,, 31	Hannibal	H. schr	170	Hoyrup	Hongkong	Sundries	Smith, King & Co.
,, 31	Celestial	B. ship	438	Raymond	Halifax N. S.	Tea, &c.	Turner & Co.
June 5	Audax	B. schr	151	Glover	Hongkong	Ballast	Jardine, Matheson and Co.

PASSENGERS—per *Lady Mary Wood,* Dr. Dempster, Mediacl Staff, A. H. Herne, and D. Kennedy, Esqs.

SHIPPING IN PORT.

MERCHANT VESSELS.

VESSELS.	C'tom House Nos.	Date of Arrival	FLAG & RIG.	Tons	CAPTAIN.	CONSIGNEES.	DESTINATION.	Intended despatch.
Arabia	629	May 20	B. bark	365	Davis	Jardine, Matheson & Co.	N. S. Wales	Early
Balmoral	632	May 23	B. ship	356	Budge	Augustine Heard & Co.	London	Early
British Sovereign	628	May 17	B. bark	450	Harris	Dent, Beale & Co.		
John Bertram	208	June 2	A. ship		Lendholm	Russell and Co.		
Roman	206	May 22	A. ship	691	Putnam	Smith, King & Co.	Hongkong	7th inst.
Sea Breeze	205	May 6	A. bark	311	Brown	Russell & Co.	Refitting	
Sir Henry Pottinger	634	May 26	B. bark	334	Conwoy	Dent, Beale & Co.	Liverpool	Early
Sophie	1	May 20	Sw. bk.	434	Kleman	Lindsay & Co.	London	Early
Thomasine	630	May 20	B. bark	365	Holmes	Wolcott, Bates & Co.	New York	Early
Versailles	207	May 31	A. ship			Russell & Co.		
Voyageur	633	May 24	B. bark	294	Pirouet	Captain.		

RECEIVING SHIPS.

VESSELS.	AT	FLAG & RIG.	TONS	CAPTAIN.	OWNERS.
Agnes	Woosung	B. bark	340	Lacy	Pestonjee Framjee Cama & Co.
Clown	,,	B. brig	152	D'Bussche	P. & D. N. Camajee & Co.
Emily Jane	,,	B. ship	427	Landers	Dent, Beale & Co.
Folkstone	,,	B. ship	406	Jauncey	Jardine, Matheson & Co.
Masdeu	,,	B. bark	236	Chape	Cassombhoy Nathabhoy & Co.
Mastiff	,,	B. brig	148	Anderson	David Sassoon, Sons & Co.
Time	,,	B. schr.	110	*Repairing*	Thomas Lacy.
Science	,,	A. ship	388	Roundy	Russell & Co.
Snipe	,,	A. brig	176	Endicott	Augustine Heard & Co.
Swallow	,,	B. bark	343	Thomson	Lindsay & Co.
William	,,	B. brig	130	*Hospital*	Dr. Irons.
William the IV	,,	B. bark	176	*Laid up*	James Baird.
William Hughes	,,	A. brig	250	*Laid up*	Russell & Co.

CARGOES DESPATCHED FROM GREAT BRITAIN TO SHANGHAE.

Ships	From	Tons	Sailed	Plain Cottons *Yards*	Printed and Colred Cottons *Yards*	Woollens *Pieces*	Long Ells *Pieces*	Camlets *Pieces*
Duchess of Lancaster,	Liverpool	463	Jan. 28	1,791,275	192,392	658	......	......
Hannibal,	London	576	Feb. 14	3,425,950	330,515	1,200	800	......
Challenger,	London	698	,, 21	3,176,484	116,260	1,568	2,000	......
Earl of Chester,	Liverpool	517	,, 26	2,962,190	409,299	120	......	......
Cambalu,	Liverpool	536	Mar. 8	4,403,240	251,115	320	......	......
Countess of Seafield,	London	450	,, 19	2,070,675	69,500	1,284	2,100	......

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE.

SEASON	*Congou*	*Souchong*	*H. Muey and Pekoe*	*Sorts*	*Total Black*	*Twankay*	*Hyson*	*Hyson Skin*	*Yg. Hyson*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk. Total Bales.*
Year 1844-45,	......	......	......	......	3,036,803	......	......	......	......	......	......	763,824	3,800,627	6,433
Year 1845-46,	8,027,807	610,826	80,583	6,849	8,726,065	927,034	279,203	482,729	1,314,162	481,882	248,851	3,733,923	12,459,988	15,192
Year 1846-47,	8,957,080	361,348	250,007	11,045	9,579,480	615,096	183,348	747,155	923,987	295,420	149,654	2,914,660	12,494,140	15,972
Year 1847-48,	11,441,440	341,396	50,631	3,571	11,837,038	485,172	255,463	1,063,594	1,385,243	455,572	227,060	3,874,104	15,711,142	21,176
Year 1848-49,	11,163,686	593,322	96,429	......	11,849,637	600,472	393,901	1,357,398	2,760,543	873,671	458,654	6,449,637	18,303,074	18,134
Year 1849-50,	15,422,745	1,125,396	25,300	35,816	16,609,257	556,445	312,409	1,355,042	2,509,543	683,548	337,126	5,754,113	22,363,370	15,237
Year 1850-51,	24,551,050	664,902	410,557	328,297	25,954,806	1,001,400	476,824	2,793,876	4,439,353	1,451,796	604,485	10,767,734	36,722,540	17,243

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO GREAT BRITAIN.

1st July to 30th June.	*Congou*	*Souchong*	*H. Muey and Pekoe*	*Sorts*	*Total Black*	*Twankay*	*Hyson*	*Hyson Skin*	*Young Hyson*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk Total Bales*
Year 1847-48,	10,683,454	44,441	16,911	3,571	10,748,377	198,071	43,391	116	113,109	209,002	60,075	623,764	11,372,141	19,117
Year 1848-49,	10,232,449	18,400	85,523	......	10,336,372	117,714	236,034	49,223	803,981	595,496	171,543	1,973,991	12,310,363	15,916
Year 1849-50,	13,057,125	229,503	......	33,986	13,320,614	18,455	114,095	......	137,602	228,607	48,124	546,883	13,867,497	13,162
Year 1850-51,	18,575,386	591,292	376,585	280,053	19,823,316	159,741	163,983	16,746	721,327	660,626	142,077	1,864,500	21,687,816	15,325

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO THE UNITED STATES.

SEASONS	*Congou and Souchong.*	*H. Muey and Pekoe.*	*Sorts*	*Total Black*	*Twankay*	*Young Hyson*	*Hyson*	*Hyson Skin*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk Total Bales*
Year 1847-48,	226,636	......	......	226,636	104,267	755,559	122,860	246,009	170,030	115,414	1,314,131	1,740,787	......
Year 1848-49,	614,548	......	1,709	616,257	187,697	1,315,725	121,090	342,421	167,155	205,987	2,370,075	2,986,332	35
Year 1849-50,	1,648,829	......	......	1,648,829	181,748	2,298,611	190,753	554,026	466,230	283,511	3,974,879	5,623,708	415
Year 1850-51,	3,690,095	14,160	47,644	3,751,899	739,969	3,378,296	264,441	1,795,227	697,370	441,338	7,316,641	11,068,540	250

DETAILED STATEMENT OF TOTAL EXPORTS OF TEA AND SILK FROM SHANGHAE,
FROM 1st JULY, 1850, TO 30th JUNE, 1851.

DESTINATION	No. of Vessels	*Congou*	*Souchong*	*H. Muey and Pekoe*	*Sorts*	*Total Black*	*Twankay*	*Hyson Skin*	*Hyson*	*Yg. Hyson*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk Bales.*
Great Britain,	50	18,575,386	591,292	376,585	280,053	19,823,316	159,741	16,746	163,983	721,327	660,626	142,077	1,864,500	21,687,816	15,323
United States,	20	3,690,095	&	14,160	47,644	3,751,899	739,969	1,795,227	264,441	3,378,296	697,370	441,338	7,318,641	11,068,540	250
Australia,	8	551,000	60,330	1,300	600	613,200	2,000	777,100	2,300	......	12,000	2,700	796,100	1,409,300	......
Coastwise,	21	1,694,969	13,310	18,512	......	1,726,791	99,690	204,403	29,900	250,130	38,100	11,370	633,593	2,360,384	1,070
California,	4	39,600	&	......	......	39,600	......	400	16,200	89,600	43,700	7,000	156,900	198,500	......
......	103	24,551,050	664,902	410,557	328,297	25,954,806	1,001,400	2,793,876	476,824	4,439,353	1,451,796	604,485	10,767,734	36,722,540	17,243

The above Statement does not include the following vessels loaded for the CONTINENT OF EUROPE, viz., *Adrianus Jacobus, Lively,* and *Pondicherry.*

COMPARATIVE EXPORTS OF TEA AND SILK FROM CHINA TO GREAT BRITAIN.

SEASON		*Congou*	*Caper*	*Scented Caper*	*Souchong*	*Sorts*	*Flowery Pekoe*	*Orange Pekoe*	*Scented Pekoe*	*Total Black*	*Twankay*	*Hyson*	*Hyson Skin*	*Young Hyson*	*Imperial*	*Gunpowder*	*Total Green*	*Total Pounds*	*Silk Total Bales*
Year 1848-49		33,877,570	......	1,371,597	1,042,406	294,301	438,480	117,183	1,531,031	38,672,568	118,062	967,787	49,246	3,023,862	619,723	3,656,660	8,435,346	47,107,914	17,228
Year 1849-50,		39,552,200	......	1,221,500	1,794,100	615,800	217,900	......	2,447,400	45,848,900	18,500	918,500	......	2,030,000	312,100	4,841,300	8,120,400	53,969,300	16,134
Year 1850-51,		46,193,800	16,900	1,772,800	2,366,500	1,301,900	716,100	20,900	3,307,900	55,696,800	176,700	707,700	53,000	2,145,800	368,400	4,603,000	8,056,600	63,753,400	21,548
Year 1850-51,	Increase,	6,641,600	16,900	551,300	572,400	686,100	498,200	20,900	860,500	10,847,900	158,200	......	53,000	115,800	56,300	......	......	10,784,100	5,414
	Decrease,	......	......	......	......	......	......	......	......	......	......	210,800	......	......	......	236,300	63,500	......	......

EXPORT OF TEA AND SILK, FROM SHANGHAE TO GREAT BRITAIN,
FROM 1st JULY, 1851, TO DATE.

Sailed	Ship's Name.	Tons	For	*Congou*	*Souchong*	*H. Muey and Pekoe*	*Sorts*	Total *Black*	*Twankay*	*Hyson Skin*	*Hyson*	*Young Hyson*	*Imperial*	*Gunpowder*	Total *Green*	GRAND TOTAL	*Silk* Bales	*Silk* Cases	*Silk* Piculs	*Nankeens*	*Silk Piece Goods*	*Wool* Bales
In 10 Vessels, ...1851—*July Total*																5,004,425	2,923					145
In 9 ,, ...*Aug.* ,,																3,264,832	2,870			1 box	3 pkgs.	6
In 8 ,, ...*Sept.* ,,																3,612,389	1,196				7½ pcls.	
In 11 ,, ...*Oct.* ,,																4,880,027	2,850					95
In 7 ,, ...*Nov.* ,,																3,112,493	2,396		13			41
In 5 ,, ...*Dec.* ,,																2,510,176	1,025	4				49
In 3 Vessels, ...1852—*Jan. Total*																759,146	946			2 cases	19 cases	
In 2 ,, ...*Feby.* ,,																1,010,300	169					
In 5 ,, ...*March* ,,																1,818,911	884					238
Apr. 10	Old England,	502	Liverpool													419,745						
,, 14	Geelong,	392	London													231,278	1,105					
,, 21	Katharine Sharer	512	London													614,400	443					
May 6	Celestial (Am.)	860	Liverpool													700,000	83					

EXPORT OF TEA AND SILK, FROM SHANGHAE TO UNITED STATES,
FROM 1st JULY, 1851, TO DATE.

Sailed	Ship's Name.	Tons	For	*Congou and Souchong*	*Oolong*	*Sorts*	*Total Black.*	*Twankay*	*Hyson Skin*	*Hyson*	*Young Hyson*	*Imperial*	*Gunpowder*	*Total Green.*	Total Pounds.	*Silks.* Pieces	*Raw Silk.* Cases	*Raw Silk.* Piculs	*Silk Piece Goods.*
Augt.	*Total*—In 3 Vessels,			429,900	......	60,600	490,500	74,100	81,800	70,000	549,100	77,700	147,100	899,800	1,390,300	......	......	......	......
Sept.	,, —In 4 ,,			280,400	13,500	......	293,900	120,300	175,100	87,100	1,251,900	214,200	306,500	2,154,300	2,448,200	......	......	......	......
Oct.	,, —In 5 ,,			515,700	127,600	300	643,600	257,300	277,100	126,700	1,400,400	189,800	274,400	3,525,800	3,169,400	1,150	70	......	......
Nov.	,, —In 6 ,,			......	......	......	......	......	......	......	......	......	......	......	3,551,400	......	83	11.94	......
Dec.	,, —In 6 ,,			......	......	......	......	......	......	......	......	......	......	......	3,423,913	......	......	15.99	......
Jany.	,, —In 4 ,,			175,800	23,300	......	199,100	253,000	270,200	54,600	364,300	75,700	177,700	1,328,500	1,527,600	......	......	......	......
Feb. 4	Oriental,	470	Boston	140,200	......	......	140,200	18,700	53,700	34,300	296,200	12,800	45,000	518,700	658,900	......	......	......	......
,, 10	Mandarin,	776	New York	363,400	......	......	363,400	25,300	8,600	25,100	200,800	11,800	38,900	363,400	726,800	1,825	......	17.60	......
,, 19	Sea Witch,	907	New York	......	......	......	......	......	......	......	......	......	......	......	[illegible]65,000	......	......	......	......
Apr. 12	Andes,	440	New York	189,749	......	......	189,749	20,428	19,651	19,211	141,203	10,095	28,643	239,231	428,930	......	9	3.46	......
															17,410,493				

PRICE OF THE *NORTH-CHINA HERALD.*—Per Annum, *Fifteen Sp. Dollars;*—Six Months, *Eight Sp. Dollars;*—Three Months, *Four Sp. Dollars;*—all payable in advance. SINGLE NUMBERS.—To Subscribers, *Twenty-five Cents;*—To Non-Subscribers, *Fifty Cents.* Subscriptions will be considered as renewed, unless notice to the contrary be given before the expiry of the current term.

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